

Take Muni for a Ride



**The Fast Pass:
Unlimited Rides for \$28 a Month.**

For a list of Fast Pass Outlets write to
Muni, Community Affairs Dept.
949 Presidio, Room 222
San Francisco, CA 94115

Credits

Published by the Community Affairs Department of the Municipal Railway for the passengers of Muni. Comments and suggestions may be sent to the Muni Times, Room 222, 949 Presidio Avenue, San Francisco, CA 94115.

Editor: Anne Milner

Assistant Editor: Sheila Mullen

Photography: Bill Owyang, Carmen Magana, Josh Rotsten

Design: N Graphic

Typography/Layout: N Graphic,
Terry Robinson & Co.

Printing: PUC/Muni Reproduction

©San Francisco Municipal Railway, 1988

Diesels *(cover story continued)*

Most immediately, 50 new standard diesel coaches made by the Flyer Company, are now arriving at Muni with total delivery expected by early 1989. These buses and an additional 56, which are scheduled for 1990 delivery will replace the oldest, vintage 1968 and 1969 GM vehicles in our diesel fleet. The new Flyers are designed for greater passenger comfort, with larger, more visible destination signs; double width doors for easier boarding; stanchions on every seat; treadle steps, which automatically open the back doors; and clear glass passenger windows that open from the top for ventilation without drafts. The Flyer bus pictured on the cover was reviewed by mechanics, operators, and other Muni personnel who made suggestions which the Flyer Company incorporated into the new buses.

Next summer, Muni will also receive 36 small diesel coaches, approximately 35 feet in length to be used on community service lines where ridership is lower. By the end of 1990, an additional 56 articulated buses with a higher passenger capacity will arrive. These diesels are used on heavily traveled lines such as the 38-Geary.

Trolleys

By 1994, our entire fleet of 345 trolley coaches will need to be replaced. Muni is purchasing 220 larger articulated and 75 standard trolley coaches between 1991 and 1999 to replace our current fleet. You may wonder how we can replace 345 vehicles with 295. Although the number of vehicles is fewer, the seating capacity is greater because three quarters of the fleet will be articulated coaches.

Light Rail Vehicles

Following the extension of Muni Metro's J-line, (see story in this issue) Muni will buy 50 new LRV's scheduled for service by the mid-1990's. In addition, 20 of Muni's historic PCC cars, which used to run on Market Street, will be restored by 1992 for use on the new F-Market and Wharf streetcar line to run along Market Street and Embarcadero to Fisherman's Wharf.

Muni's Vehicle Procurement Program assures that you, our passengers, who board our vehicles 811,000 times every weekday, will continue to get to work, home and play in the best way possible.

Passenger Profile

Alkmene Bandar



Home Neighborhood: Miraloma Park.

Occupation: Artist.

Favorite Routes: The whole system. I use Muni exclusively for all of my transportation needs. I travel all over the City, all hours of the night and day.

Comments: What I like best about Muni are the

bus drivers who are more-often-than-not friendly, outgoing, smiling, knowledgeable, and generally have a great way of handling what must be a very challenging job. One of the things that annoys me the most is the graffiti problem. I feel some creative thinking should be applied to come up with solutions to those trashers who sneak into bus yards at night to do mindless doodles and slash seats.

Best Muni Story: One time while riding on Market Street a young man boarded the bus and asked the driver to let him off at Van Ness. He sat down in the front and got up at every stop to ask "How far is it to Van Ness?" or, "Are we there yet?" The driver reassured him that he would let him know, but the tourist was not to be reassured. He continued to ask in a clear, loud voice, "How far to Van Ness?" Finally the driver announced "Van Ness. This is Van Ness." The young man got up and leaned over the driver and asked, "Is this really Van Ness?" All the passengers responded in unison, "Yes, this is Van Ness!" With that laughing chorus of assurance, the tourist called to the entire car, "Thank you," did a grand stage bow to the passengers and then to the driver and exited. All the passengers burst into applause.

If you know of anyone who uses Muni regularly, likes the system, has an interesting story or two, and would generally be a good candidate for Passenger Profile, please send the name of the person and reasons why, along with how we can get in touch with him or her to: Muni Times, Room 222, Muni, 949 Presidio Avenue, SF 94115.

Cable Car Stamps

New Post Office Issue



On Friday, October 28th, the U.S. Postal Service and Muni joined forces to celebrate the first day of issue of a new 20¢ cable car stamp.

A special 11:30 a.m. ceremony and party were held in Union Square, attended by

Postmaster General of the United States, Anthony Frank, and City officials. It was emceed by KFRC's Carter B. Smith, and a concert took place to herald the issuance of the second cable car stamp in a decade.

The new stamp is one in a series of commemorative transportation stamps issued by the U.S. Postal Service. Stamps went on sale from the Post Office to collectors immediately after the event at a special postal booth in Union Square.

At an adjacent booth, philatelists and transit buffs quickly bought up a limited supply of cachets prepared by Muni bearing the 'First Day of Issue' cancellation.

J-Line Extends

Construction on an \$18.5 million, 2.3 mile connection of Muni Metro's J-line from its present terminal at 30th and Church to the Metro Center on San Jose Avenue will begin in December.

Tracks will be extended along 30th Street to San Jose Avenue and along San Jose to Metro Center, where they will link up with the M-line. When complete, the connection will allow the J and N lines to pull in and out from Metro Center down Church Street instead of traveling a circuitous route along the K-Ingleside line on Ocean Avenue and through the Twin Peaks Tunnel, to get to and from the Market Street subway. The extension will provide crosstown service for people in the southeastern part of the City to City College, San Francisco State and the Stonestown Shopping Center.

continued next column

Ridership has almost doubled on the M-Ocean View line in recent years, making a J-line extension to San Francisco State and the Stonestown area essential in order to relieve growing congestion on the M-line.

The extension is expected to be in operation in 1990.

Behind the Scenes

Muni's Telephone Information Center



PHOTO BY JOSHUA ROTSTEIN

Rebecca Ibay

If you were a Transit Information Clerk for Muni and a caller asked you how much it would cost to go from Zurich to Istanbul, what would you answer? The thoughtful clerk who took this call responded, "Would you like to pay the fare in Swiss francs?"

Rebecca Ibay, pictured above, is just one of 13 clerks who staff Muni's Telephone Information Center and answer questions on routes, fares, schedules and various and sundry other subjects. It takes a fair amount of humor, tact, and knowledge to answer the legitimate as well as the "off the wall" questions that come in to 673-MUNI.

On an average weekday, the Information Center receives 3,000 calls and the clerks answer an average of 25 calls an hour!

You can reach the Telephone Information Center at 673-MUNI from 6 a.m. to 10 p.m. on weekdays and from 8 a.m. to 10 p.m. on weekends.

Muni Mourns a Friend

Maurice Klebolt, a longtime historian of San Francisco public transit and one of the main people responsible for the establishment of Muni's annual summer Historic Trolley Festival, passed away after suffering a heart attack, on Friday, September 30th.

Klebolt, a part-time operator who also ran his own travel agency, Clift Travel, was an invaluable resource of transit knowledge and expertise in ways too numerous to mention. Not only was he instrumental in bringing historic streetcars from the Soviet Union, Germany, Japan, Italy, and other countries to San Francisco, but he was relentless in his efforts to find funds to refurbish the cars and keep the Trolley Festival alive. He was also responsible for bringing back into the City's possession \$50,000 worth of photographic plates recording San Francisco transit history at the turn of the century.

His commitment to the Municipal Railway was invaluable as was his friendship to all who knew him. Maurice Klebolt's sudden death represents a sad loss for Muni and the City of San Francisco.



PHOTO BY JOSHUA ROTSTEIN

Maurice Klebolt

Did You Know...

The total cost to operate Muni for just one hour of the afternoon rush is \$60,000.

Muni's electricity consumption for LRV, trolley and cable car propulsion is 78,200,000 kilowatt hours per year.

The consumption of diesel fuel for our buses is 5,600,000 gallons per year.

We hand out at least 77 million transfers a year: 224,000 each weekday.

A Blast from the Past



A bit of transit history . . .

In 1850, a stage coach line operated three times a week between San Francisco and San Jose. A one-way trip took nine hours and the fare was \$32.00!

You Know the Type

...By Louis Dunn



THE SEAT VIKING
FINDS THEM, GETS THEM, & KEEPS THEM NO MATTER WHO GETS TROMPLED IN THE PROCESS



THE EASY READER
DIFFICULT TO TELL WHERE THE BOOK JACKET STOPS & THIS ONE BEGINS.



THE MAYBELLINE SPECIAL
A MOVING MAKE-UP LESSON THAT NEVER CEASES DAY OR NIGHT.



THE MYSTERY RIDER
A DIFFICULT ONE TO TYPE, APPEARS AT ALL HOURS ON ALL LINES



MR. EYE CONTACT
READY TO ROUP IF YOU AIDE. A MASTER OF THE FAST PASS, FAST GRASP & FAST CLASP.

© LOUIS DUNN, 1988

Handicapped Platform

Another Accessible Site

In September, Muni completed new accessible platforms at Duboce Park on the N-Judah line. The platforms provide wheelchair-users and other disabled persons with access to Duboce Park and the nearby Davies Medical Center from Muni Metro.

Mayor Art Agnos, who was on hand to dedicate the platform at a special ceremony, said they "symbolize the City's commitment to persons with disabilities who desire to lead independent lives as full participants in our society."

The new handicapped platforms at Duboce Park mark one of six accessible sites at key points on surface portions of the Metro system.

Rules of the Ride

When the bus arrives at your stop, please line up with the other waiting passengers and board the bus one at a time. Let disembarking passengers get off first. When you reach your destination, exit through the rear door whenever possible, to make it easier for others to get on through the front door.

Letter to the Editor

Dear Editor,

I have just read my first issue of the Muni Times and it's wonderful!

You've done a great job of putting together some informative material on the Municipal Railway, and I look forward to reading future issues.

Other transit systems in the Bay Area such as BART and Samtrans have regular passenger publications as a means of communicating with their ridership and it's about time Muni followed suit.

I understand the newsletter will come out in the fall, winter, spring and summer. How will you ever be able to include all the important information about Muni that comes up every month quarterly? How about a monthly passenger newsletter? Judging from the quality of this first issue, a monthly passenger newsletter would be just dandy.

Thanks for your good efforts in letting Muni passengers know what's happening, and congratulations on your fine first issue.

Sincerely,

John and Mary Q. Muni Rider

Dear John and Mary Q. Muni Rider,

Thank you so much for your letter congratulating us on the publication of the Fall 1988 Muni Times. Naturally, your letter is the kind we'd love to receive from all the passengers who read the Muni Times.

We do know, however, that some people will have questions about the stories we do, and may even disagree from time to time on information in the Muni Times. We hope that you and other readers of the Muni Times will continue to feel free to write a Letter to the Editor expressing your views on our new publication.

Just send your letter to Letters to the Editor, Muni Times, Room 222, 949 Presidio Avenue, SF, CA 94115. You will either receive a written response in the mail or your letter will be answered in print in the subsequent issue of the Muni Times.

Sincerely,

Anne Milner, Editor

On the Move

Routes and Runs

As you may know, on October 1st, Muni changed or eliminated service on 23 out of its 79 public transit lines as part of the effort to balance the City's budget.

A brochure titled "Don't Miss the Bus," which includes a comprehensive map and detailed descriptions of the changes has already been distributed on Muni vehicles. If you did not receive a copy of the brochure or don't otherwise know about the service reductions, the following list of 26 new or eliminated routes will inform you of which lines are affected. Unfortunately, we do not have enough room here to go into detail about the changes already covered in the brochure. You may still obtain the brochure from Muni at 949 Presidio Avenue, Room 222; the City Hall Information Booth; public libraries; and AC Transit at the Transbay Terminal. Please note that most of the service reductions occur on lines that have alternative service on parallel or nearby streets.

2 Clement	71L Haight-Noriega
7 Haight	Limited
10 Monterey	72X Sunset Express
13 Guerrero	73 Lincoln Way
15 Third	88 BART Shuttle
17X Parkmerced	
Express	
19 Polk	
23 Monterey	
26 Valencia	
32 Embarcadero	
34 Woodside	
36 Teresita	
39 Coit	
41 Union	
42 Downtown Loop	
45 Union-Stockton	
47 Van Ness	
53 Southern Heights	
56 Rutland	
66 Quintara	
70 Lake Merced	

(continued on back page)

mechanical breakdowns. Program is designed to replace our transit vehicles before they become too old and start suffering finite life cycles. Muni's Vehicle Procurement historic vehicles. Naturally these vehicles all have 130 light rail vehicles, 44 cable cars and a fleet of 14 foot articulated diesel buses, 345 trolley coaches, That's 440 40 and 35 foot diesel coaches, 100 60-Muni currently has a total of 1073 vehicles. you can expect to use in the years to come.

like to tell you what kinds of public transit vehicles expand our fleet to meet growing ridership. We'd Procurement Program to replace aging buses and In 1982, Muni initiated a comprehensive Vehicle

A Plan for the Future Transit Vehicles

Muni's new Flyer Bus

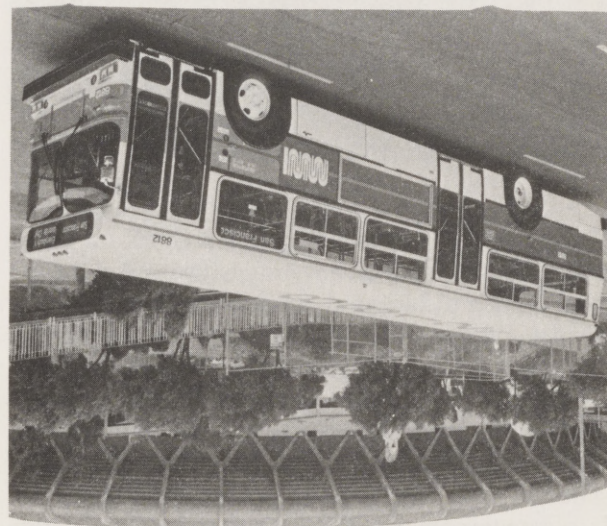


PHOTO BY CARMEN MAGANA

MUNITIMES

Fall 1988

Volume 1 Number 1

Dear Rider,

It gives me great pleasure as President of the San Francisco Public Utilities Commission to introduce you to the first issue of the Muni Times, a quarterly newsletter created specifically for you, the Muni passenger.

Whether you are a San Francisco resident who uses Muni daily, a visitor to the Bay Area who enjoys the thrill of traveling on our century old cable car system, or simply an occasional passenger on one of our many routes, you'll find out just what makes Muni tick through stories in the Muni Times.

As a passenger, you generally see only one aspect of Muni: the particular transit vehicle you are riding in and the operator of that bus, cable car or LRV. But there is more to Muni than its vehicles and drivers. The Muni Times will introduce you to people and areas you never see in a column entitled *Behind the Scenes*. Each issue will include a feature article on a major Muni project or policy. Another column titled *Did You Know...* offers interesting operating and historical facts about our transit system. And look for *Passenger Profile*, a column featuring comments from Muni riders.

Muni is here to serve you, the riding public, as well as possible and the Muni Times is designed to help you understand just how much goes into running the Municipal Railway. We hope you enjoy this first issue and find it informative. We welcome your comments.

Sincerely,

H. Welton Flynn
President
SFPUC



H. Welton Flynn

PHOTO BY BILL OWYANG